

Brief Addendum **Summary**

Recommendations:

- ❖ The overpass or tunnel-direct link should be remain as planned.
- ❖ The current Via rail station should remain
- ❖ The **current** circle with free flow and demand lighting should be that plan for that part of the infrastructure.
- ❖ A shuttle rail-link from Dorval AMT to Lucien-l'Allier on the CP tracks should be instituted before construction. Using RDC diesels as per the Dallas-DFW trains
- ❖ Vaudreuil-Rigaud trains should have hourly frequency.
- ❖ Eventually, the shuttle station should be in the area between the Departures down-ramp and the trans-border finger (underneath the control tower).
- ❖ A spur should connect the West track of the CP line from abeam the Fenelon overpass to the new projected train station.
- ❖ The Fenelon exit should remain open.
- ❖ The passenger tunnel at the Dorval Via rail-station should be extended to the AMT Dorval north Quai with Ottawa trains stopping there.
- ❖ A connection from the Via Ottawa track to the CP tracks should e made at St-Clet.
- ❖ Long-term the International and Domestic terminals should be moved to the Airport infield area (Near and in the AirCanada base).